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CENTRAL INTELLIGENCE AGENCY

REPORT NO.

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1. Artillery Observation Squadron (Delostreločka letka) voj. útvar No 8992 was stationed at the Pilsen (N 50/L 04) airfield. Staff Capt Václav Mejda was CO and the only officer of the squadron, which, as a test unit, was directly under the MNO (Ministry of National Defense), artillery command. Ten or twelve artillery officers, who had previous basic training, were detached to the squadron for training. The squadron was equipped with more than 20 planes of the British Piper-Cub, K-68 type, and 5 planes of the German Storch (KAP), k-65 type. The number of serviceable planes steadily decreased for lack of spare parts. The planes were marked by the letters WZ and a following figure.
2. As the steering system of the Piper-Cub type was very sensitive and the engines too low-powered, six accidents occurred, including four complete losses. A graph of a new aircraft type for special missions was shown to the squadron (see annex 2). The type plane was allegedly being constructed in the Prague-Vysocany (G 51/L 88) Aero Plant and was to be test-flown in the spring of 1950.
3. The planes assigned to the squadron had no armament or bomb shackles but radio transmitters and receivers. The firing practices with artillery troops using live ammunition were held in the Kaiserwald (N 51/P 58) area, on the Brdy (N 50/L 43) troop training grounds, and in Poletice near Č. Kumblov (N 49/G 84). At practices in the Kaiserwald area the squadron

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took off from the Mar-Lazne (N 50/P 56) airfield or from improvised fields in the training area. For practices in Boletice, the Klatovy (N 50/L 00) civilian airfield was mostly used. Each artillery regiment apparently had to perform firing practices at aircraft once a year.

4. The Pilsen airfield was under the Sixth Air Base. A fighter regiment, designated "Stihaci pluk letce Vasatko," which used the voj Utvar No 5445, was also stationed at the field. The aircraft of Me-100 type were marked with the letters KS and a figure following.
5. An SHB air squadron of a sublieutenant and 15 men which was equipped with three Me-109s and RAP planes was also stationed at the field.
6. A detachment of the Prague air regiment with six Mosquito planes in need of repair was permanently stationed at the field as the sixth air base had a group of particularly skilled mechanics and a repair shop for Mosquito type aircraft. The workshops at the field were equipped for large-scale overhauling of aircraft engines.
7. The airfield was about 1,200 x 2,000 meters (see annexes 1 through 3). There were no railroad spur track or boundary lights. The obstacles around the field and the runway were lighted at night. Although the field had no drainage facilities, the sodded grass cover was serviceable in all weather.

25X1A [REDACTED] Comment:

The report, which dates back rather far, is transmitted as it contains several new facts which are commented on as follows:

- a. The presence of an air artillery squadron in Pilsen and its voj Utvar number were confirmed by another source. Data on the assignment, equipment and missions of the squadron were, however, received for the first time.
- b. The new type aircraft for air reconnaissance, reproduced on the attached sketch, was reported for the first time.
- c. The occupation of the field by a fighter regiment, probably the 4th Ftr Regt, Voj Utvar No 4699, an SHB unit, and the Sixth Air Force Base was confirmed by other sources.
- d. According to previous reports, Voj Utvar No 5445 is assigned to the Sixth Air Force Base.
- e. The Mosquito aircraft are probably assigned to the 25th Barr Regt stationed in Prague-Kbely.

3 annexes:

- (1) Layout of Pilsen airfield
- (2) Pilsen airfield
- (3) Pilsen airfield

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